



MEETING SUMMARY
SEATTLE FERRY TERMINAL IMPROVEMENT PROJECT
COMMUNITY ADVISORY GROUP #1
SEATTLE FERRY TERMINAL, PIER 52
SPIKE EIKUM ROOM
JUNE 29, 2006
5:30 – 8:00 P.M.

Note: This meeting summary represents notes from the Community Advisory Group (CAG) meeting, and is not a formal transcript or minutes. It is provided for the information of CAG members and other interested parties.

Meeting Overview – Marcia Wagoner, Meeting Facilitator, PRR

Marcia Wagoner, Meeting Facilitator from PRR, welcomed and thanked Community Advisory Group (CAG) members and public participants for their attendance and involvement in tonight's meeting. She began by summarizing the CAG selection process, noting that significant interest was generated and City of Seattle staff and a Washington State Transportation Commission member offered input into the CAG selection. CAG members were ultimately selected to represent a balance of users and to serve a broad range of public and private interests. Everyone involved has specific interests and expertise to share with the group and the project team and input is needed to help identify what this facility should become.

Tonight's meeting was intended to focus on the CAG, however public participation was appreciated and encouraged. Comment cards were made available to the public and were to have been filled out with any comments/questions that they wanted to have addressed. The cards were collected and read aloud before the group, prior to the end of tonight's meeting.

Since the members possess different levels of knowledge regarding this project and the process, Marcia encouraged the CAG to feel free to ask any clarifying questions as needed. Tonight's meeting needed to provide the opportunity for exchanging an extensive amount of information to provide a big overview of the project. The CAG members all have the opportunity to help develop project elements and topics of interest that they would like to discuss in future meetings. Tonight was focused on learning more about CAG interests and goals for this process.

Marcia then walked the CAG through the meeting agenda and offered brief introductions of the night's featured speakers. The public was invited to participate in the operations tour of the outside viewpoint and it was stated that the CAG introductions would occur later in the meeting. The meeting availability forms were also distributed to the members, who were encouraged to list any and all potential meeting times that would interfere with prior engagements. Mike Anderson, Executive Director of Washington State Ferries (WSF), was introduced and addressed the group.



Welcome – Mike Anderson, Executive Director, Washington State Ferries

Mike welcomed the group members and offered an introduction of himself and his role with WSF, the project, and the process. CAG input will play a critical role in shaping the future facility at Colman Dock and he is looking forward to the CAG and WSF working closely as the project moves forward. This relationship will develop an end result for the ferry terminal that will balance and better serve the public and operational needs. Mike also mentioned that he would need to excuse himself from tonight's meeting early and looks forward to future meetings.

WSF is reaching a point at which many of the terminals that were built decades earlier now require major upgrades and repairs to preserve the long-term sustainability of ferry service. WSF will renovate eight of its ten facilities over the next decade and will build four new vessels to replace the oldest in the fleet. Terminal improvement and preservation projects are currently underway on Bainbridge Island, Eagle Harbor, Keystone, Port Townsend, Anacortes, Edmonds, and Mukilteo (the Great 8). Over the years, the attention has been focused more on updating the fleet rather than the terminals. Colman Dock is an example of an antiquated terminal in need of attention.

The Seattle Ferry Terminal project at Colman Dock presents great possibilities for WSF and the community. The Mayor has identified this terminal as one of the three transportation hubs of the City and this terminal is first and foremost a transportation facility. The significant increase in ridership projected in the long range plan require that the facility remains able to meet the growing transportation service demands of cars, bikes, vanpools, and walk-ons.

Mike elaborated on his personal background, highlighting that his 33 years in the WSF system began here at the Seattle Ferry Terminal. With his career beginning in ticket sales at this terminal and then taking him to the position of terminal manager at Colman Dock, this project is of great personal importance and interest. Although the terminal is first and foremost a transportation hub, this project offers the opportunity to realize a vision for the waterfront. Seattle competes with other cities for transportation and tourism dollars, and recognizable structures and attractions are helpful in bringing additional revenue to the City. This project presents the opportunity to help make Colman Dock a focal point for visitors to Seattle, just as the Opera House is for Sydney, Australia.

WSF represents the largest ferry system in the nation and the largest vehicle ferry system in the world. The importance of this hub is evident, and the future terminal and waterfront could provide new civic spaces and connection to the Puget Sound while still supporting WSF's core mission. This location is among Seattle's most prime pieces of real estate, and we can maximize its potential. Mike then introduced Ray Deardorf WSF Planning Director, to offer a presentation on the system-wide Draft Long Range Plan and the growth challenges and service scenarios facing the Colman Dock. Prior to his exit, Mike mentioned several upcoming events that will be occurring at the Seattle Ferry Terminal and exemplify the ways by which WSF and the Seattle Ferry Terminal can be seen in a different light.



How Does WSF's Draft Long-Range Plan Establish the Project Need – Ray Deardorf, Planning Director, Washington State Ferries

Ray offered his thanks for being able to address the CAG and detailed his responsibility for analyzing service demands and accommodating the needs of those relying on WSF for their transportation services. WSF is engaged in the development of a Long-Range Plan that will be finalized in the fall of 2006 to be adopted by the Washington State Transportation Commission. This plan is part of the overall Washington Department of Transportation (WSDOT) process to develop the Washington Transportation Plan, in which ferry transit is a component. The Plan has identified the challenges in each corridor based on projected growth in ridership demand and vessel and terminal constraints. Possible service scenarios in each corridor were also developed and each scenario was evaluated based on operational feasibility, level-of-service impacts, customer convenience, financial impacts, implications for capital investment (vessel and terminal), and effects of walk-on ridership levels and local roadways. Preferred service scenarios were then determined for each corridor following a period of public input and ultimately were merged into the system-wide plan.

To predict future ridership, WSF used a combination of the regional model developed by the Puget Sound Regional Council and population and employment data supplied by the Office of Financial Management for the region. Additional elements of ridership projections include highway traffic, expected roadway and transit investments, ferry fares, and ferry capacity limits. Population growth has exceeded that of employment on the islands serviced by WSF, while employment growth exceeds that of population in Seattle. Accordingly, growth rates in ferry ridership have increased steadily. It was found that population in the region will increase by 1.5 million people over the next 25 years and that overall ferry ridership will see nearly a 70 percent increase by the year 2030. Vehicle traffic is expected to grow at a slower rate, nearly 40 percent, while the number of walk-on riders is projected to triple. WSF has proposed the following service plan improvements to help address the future expansion of the region, WSF, and the correlating increase in ridership:

- A third vessel to be added to Edmonds-Kingston in the 2010 for the summer only and 2012 year-round to help alleviate traffic from Seattle-Bainbridge
- Constraints at the terminal have facilitated WSF plans for splitting the "triangle" route (Fauntleroy-Vashon-Southworth) in 2014, bringing Southworth passengers and vehicles into Coleman Dock
- Vashon riders will continue to use Fauntleroy terminal and WSF proposes to then use a two-boat service between Vashon and Fauntleroy, a shuttle between Vashon and Southworth, and a new two-boat route between Southworth and downtown Seattle. The Fauntleroy terminal is woefully inadequate and the rapid growth of Southworth has exacerbated the problem. The neighbors of Fauntleroy do not want to see the needed improvements occur, and the City of Seattle supports their concerns and also opposes the redevelopment if this terminal.
- A third vessel is proposed to be added to Bremerton in 2015, to address vehicle congestion on this route and to accommodate Central Kitsap traffic away from Seattle-Bainbridge. The added vessel would also help WSF achieve the goal of faster turn-around times and trip cycles for those vessels servicing Colman Dock.



- In the summer months a sixth vessel is proposed to be added to San Juan routes in 2017, allowing more direct service between Anacortes and each island. Fall and spring would operate with the current summer schedule of five weeks.
- Seattle-Kingston passenger-only service is needed to divert walk-on passenger growth away from Seattle-Bainbridge route. This service would be assumed by a non-WSF operator.

WSF has been advised on the operational benefits of turning over all passenger ferry service at a later date, potentially to King County or a similar entity. Legislative review has also recommended that WSF and the Colman Dock provide space for other passenger-only owners to dock at this terminal. These are elements and provisions of the Draft Long-Range Plan, and the Final Plan will guide WSF services and investments through 2030.

Comments and Questions

- What are the average turn-around times for the ferries currently? *50 minutes for Bainbridge and 75 minutes for Bremerton*
- Increased car traffic from an added Southworth-Seattle route would increase traffic to downtown streets.
- Will Vashon route likely be taken over an alternate transportation authority? *Yes, and typically such services are run by counties.*

What is WSF Pursuing at Colman Dock and Why – Tim King, Project Manager, Washington State Ferries

Marcia then addressed the CAG and introduced Tim King, WSF Project Manager. Tim thanked the participants and noted that both Mike and Ray did a good job of introducing WSF, the project, the need, and the process. The Colman Dock was built in 1936 and the aging facility is old and outdated. Marine borer worms, known as gribbles, have damaged the timber pilings and trestles that hold up the dock. The transfer spans for loading passengers and cars onto the vessels are aging and need to be replaced. Additionally, electrical service, transit connections, vehicle ticketing capacity, and holding capacity at the terminal are inadequate to meet today's needs and are not expected to meet the projected population growth in the Puget Sound region. As stated, the facility must be able to maintain a level of service consistent with the projected growth expected within the region and within the WSF system. A dramatic increase in the number of walk-on passengers can be expected in addition to the high ridership that is currently occurring. During the terminal peak hours of operation, morning and late afternoon rushes constitute the massive influx of commuters in the terminal, Marion Street, and downtown Seattle.

As previously stated, this terminal is a transportation hub first and foremost and this function must be satisfied. In 2001, the Washington State Legislature's joint task force on ferries approved WSDOT's life cycle approach to manage the protection of the ferry system's infrastructure. The approach included approximately \$225 million earmarked for improvements to the Seattle Ferry Terminal, with funding spread over a 12-year period beginning with the 2003/2005 biennium. This funding is solely intended for transportation related elements of the facility and the redevelopment effort, and any additional facility improvements will require funding from private



sources. Subsequent meetings can be dedicated to exploring the range of co-development opportunities at Colman Dock.

Tim stated that the intention is to keep the process very transparent, with positive and negative feedback both equally important. Decisions will need to be made very early in the process, so CAG involvement and participation is vital in the creation of key decisions that will help dictate the redevelopment of this terminal and this high-profile portion of the City's waterfront.

The Seattle Ferry Terminal must increase in size and capacity, and expansion would most likely need to occur to the south of Pier 50. The sensitivity of the surrounding marine environment will also provide issues to be addressed, including overwater coverage and required mitigation. To minimize these risks, expansion will likely include removing Pier 48 and connecting the replacement facility to Colman Dock, which would allow moving ticket sales to move south and reduce the impacts to existing traffic. These impacts originate from two sources:

- Cars leaving vessels (impact based on the size of the vessel)
- Cars entering vessels (impact based on the number of people in the queue)

A timeline, seen on the display presented to the CAG, identified that the Environmental Impact Statement (EIS) is a four year process. The on-going escalation in construction costs exemplifies the need to move the process along as quickly as possible, as it is unlikely that new money will be brought in to cover the escalation in inflating costs. The process diagram, presented as a display for the CAG, showed that we are still in the early stages of the EIS process and there are ample opportunities for input available to the CAG.

Comments/Questions:

- Has WSF participated in "table-setting" with the City for private work related to the Seattle Ferry Terminal project? *Yes, for at least eight months WSF and the City have been involved in discussions. WSF conducted a design charrette and brought the findings back to the City for review; the City's reaction was both good and bad.*
- Does the earmarked \$225 million include the costs for demolition? *Demolition cost estimates are approximately \$4 million and are included in the \$225 million figure. This cost is difficult to estimate given the amount of wood (pilings) that will be included in the demolition. The demolition costs will be (at least in part) shared with the Alaska Way Viaduct project.*
- When is it appropriate to bring in additional funds, to complete timeline, in order to complete the overall view of private investment and leverage what WSF has to complete this project? *The sooner the better in regards to timing.*
- Is WSF working closely with Metro to provide that conversions and redevelopment is most adequately served to promote efficiency? *Metro is not strongly looking into the issues associated with the terminal and transit needs correlating with the ferry system; however, several options are being looked at and are being considered. A workshop was held with other agencies and the findings/information discussed could be provided to interested CAG*



members. One walkway (Marion Street) is insufficient. Dialogue with Metro is on-going and will continue.

Operations Tour – Leonard Smith, Operations, Washington State Ferries

Marcia then addressed the CAG and introduced Leonard Smith, WSF Operations. Leonard thanked the CAG and explained the terminal walk-around that he and Tim led. The CAG was directed to the viewpoint just outside the Spike Eikum room so that Leonard could more clearly point out key elements of the terminal and deficiencies/areas of future improvement. Two large parking lots/staging areas and four toll booths are present at the Seattle Ferry Terminal Pier 50. The current configuration leads to back-ups and inefficient operations scenarios such as Bainbridge weekend traffic backing up through the toll booths and out to Alaska Way. As such, these clogs at the toll booths prohibit ingress to the Bremerton parking lots and ticket sales for this alternate route suffer to do the high demand for the other service. Significant expansion is necessary to promote efficiency for the system and the service.

The tour provided the opportunity to view at distance the vehicle loading and vessel slips. The current vessel routes, as explained, are designated to prevent the vessels from having to cross one another. Accordingly, the Bremerton vessel utilizes the south slip while the Bainbridge service originates from the north. It was noted that the bulk of the traffic comes from the Bainbridge Island slip, with weekday rushes and weekend travel providing the highest congestion and ridership. The tour then proceeded through the terminal's indoor retail area then north to the Bainbridge Island vessel-parking overlook. Attention was directed to the pedestrian exit/re-entry turnstile along the eastern edge of the Bainbridge Island staging area. This point of egress/re-entry permits those waiting for a vessel to access the City's waterfront to pass the time; however, efforts have been made to steer these potential customers towards the on-site retail on the second floor of the terminal. Attention was also drawn to the fire station immediately north of the Bainbridge Island staging area, and its potential relocation. The Seattle Fire Department is supportive of the proposed redevelopment, although concerns do exist regarding any and all impacts that could effect response time. The station has also been willing to potentially move south, if needed, but not to the north. It was mentioned that WSF will continue to work closely with the Fire Department to ensure any and all impacts associated with this project are minimized.

The CAG was then given a 15 minute break and requested to meet back in the Spike Eikum room to continue the night's meeting.

Discuss CAG Member Interests – Marcia Wagoner, Meeting Facilitator, PRR

Upon reconvening, Marcia offered a brief overview of the project process to help establish a clear timeline. In an effort to identify where the information for developing the plans and design or expansion, Marcia walked the CAG members through the process diagram visual display. Reviewing the goals and milestones of the past, present, and future project initiatives highlighted the priorities identified thus far, early concepts and possibilities, and what is currently programmed. The diagram also detailed that we are currently in the design alternative phase, in which the CAG will play an active and important role.



Marcia requested the project staff to introduce themselves by stating their names and roles in the project.

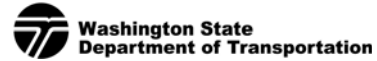
- Mike Reid is an Associate with PRR participating in public outreach and involvement aspects of the Seattle Ferry Terminal project.
- Hadley Green is the Community Relations and Public Outreach Manager associated with the Seattle Ferry Terminal project. Hadley will also serve as the primary contact person for this project.
- Celia Schorr is a WSF Public Education and Outreach Manager associated with the Seattle Ferry Terminal project.
- Nicole McIntosh is the WSF Terminal Design Manager associated with the Seattle Ferry Terminal project.
- Angela Freudenstein is the WSF Environmental Manager associated with the Seattle Ferry Terminal project and is responsible for overseeing the Environmental Impact Statement process.
- Tim King is the WSF Project Manager associated with the Seattle Ferry Terminal project.
- Leonard Smith represented WSF Operations for the purposes of the initial Seattle Ferry Terminal CAG meeting.
- Walt Niehoff is a Partner with LMN Architects associated with the master facility planning for the Seattle Ferry Terminal project.
- Miles Mayhew is a Senior Planner with the City of Seattle Department of Planning and Development.
- Marcia Wagoner is the Director of Public Involvement for PRR and CAG Meeting Facilitator associated with the Seattle Ferry Terminal project.

Comments/Questions:

- What is the current status of the CAG associated with the Bainbridge Island Ferry Terminal project? *Several CAG meetings have been held to this point, with activities anticipated to resume in September.*

The CAG members are then asked to introduce themselves by providing their name, residence, and affiliated organizations or interests.

- Gary Dawson is a resident of the Fauntleroy and chairs the Fauntleroy Ferry Advisory Committee. He states that his neighborhood is unique in that it is not a significant user of the ferry system and that his involvement with the system is largely associated with residential traffic associated with the Fauntleroy terminal. His intention is to represent the West Seattle community at large and he would ultimately like to be part of a group/process that leaves a positive and lasting mark on the Seattle waterfront.
- Roger Ottenbach is a resident of Southworth and a Pioneer Square business owner. His commute involves utilizing the Southworth-Fauntleroy ferry route and would like to see this route come through downtown Seattle instead so that he would not be obligated to bring his car to work each day. He is also a member of the DSA Viaduct Task Force and is interested in seeing the how both projects mesh during the redevelopment processes.



- Bob Donegan works at Ivar's, which owns Pier 54 and Ivar's restaurant on Pier 54. Ivar's is a long-standing neighbor with the Seattle Ferry Terminal and many of the more than 200 employees at Acres of Clams and Ivar's Stadiums locations reside in Kitsap County and rely on the ferry system.
- Paul Topper is a resident of Bainbridge Island and member of the Bainbridge Ferry Advisory Committee and the Bainbridge Island Ferry Terminal Improvement Project CAG.
- John Hoffman is a member of the Seattle Design Commission.
- Joan Dingfield is a Bremerton resident and a member of the Bremerton Ferry Advisory Committee. She has been a ferry commuter for 14 years and is interested in the growth of water transit service.
- Kathy Fletcher is a member of People for Puget Sound and was unable to attend this meeting. Heather Trim, also a member of People for Puget Sound, attended the meeting in place of Kathy and has been actively involved in the waterfront for three years. She would like to see this facility and redevelop serve as an environmental lead for what can be accomplished along the Seattle waterfront.
- Mike Sudduth is a resident of Vashon Island, Ferry Advisory Committee member, and a passenger-only ferry commuter.
- John Blackman is the owner of Argosy Cruises and leases moorings along Piers 54-57. He is interested in the opportunities present along the Seattle waterfront.
- Michael Berk is a resident of Bainbridge Island, ferry commuter, and representative for the bicycle community.
- Mike Atkins is a Seattle resident and board member of Feet First. He is interested in seeing the project develop a pedestrian-friendly design.
- Conrad Plyler is a resident of Port Orchard, ferry commuter, and a member of the Southworth Ferry Advisory Committee.
- Jo Thompson is the General Manager of the Best Western Pioneer Square and the Board President of the Pioneer Square Community Association. She is interested in the seeing the City reconnect with its waterfront.
- Todd Vogel is Board Member of Allied Arts of Seattle and a Vashon ferry commuter. He would like to see the waterfront redevelopment maintain a balance in core values including mobility, environment, and people.
- Darrell Bryan is the Executive Vice President and General Manager for Victoria Clipper. He is interested in seeing a growth in marine transit and suggests that Seattle analyze similar projects that have been successful in other cities.

Marcia introduced absent CAG member John DeLanoy. John is a member of the Pioneer Square Preservation Board and a resident of Seattle.

Discuss CAG Goals and Work Plans – Marcia Wagoner, Meeting Facilitator, PRR

Marcia then initiated a round robin discussion intended to outline each member's goals and vision for the project and the process and to help develop a CAG work plan. CAG members provided the following ideas for success, goals, and visions:

- Prioritize project goals*
- Establish areas for compromise*



- Speed up the EIS process
- Coordinate with other efforts/projects
- Consider timing of other efforts/projects
- Project should be designed/developed with timelessness in mind
- Coordinate with all players involved, i.e. agencies, businesses, etc.
- Verify that the earmarked funding is sufficient for redevelopment plans*
- Verify that capacity meets demand
- Think of future; 25 years from now people should look at the project and verify that we completed the project correctly
- Establish criteria, boundaries, and guidelines for redevelopment possibilities
- Build consensus*
- Listen to existing and foreseeable problems and issues
- Establish ways to uphold and support efficiency in process
- Maintain rationale for the completion of a "good" project
- Maintain open lines of communication; dialogue with constituent communities vital to determining what people want from the project
- Identify and address the objectors and naysayers
- Communicate all CAG perspectives to the community at-large
- Capture the deliberate process to identify how decisions and ideas were formulated and carried forth
- Develop solid guidelines
- City and County should be vested in this project
- Establish avenues of alternate funding sources such as private development
- Review project scope to prevent project shortcomings due to insufficient funds

(* indicates those goals mentioned more than once)

Tim pointed out that the CAG will facilitate the development of relationships and respect within the group that will be carried forth into the various communities, groups, and agencies present at this evening's meeting. He reiterated the idea of a successful and sustainable project being predicated on the group's ability to "blend" ideas.

Marcia then encouraged the CAG to identify specific items and areas of discussion that they would like to see brought to these meetings. The following information was offered:

- Reaction from other agencies
- Research used to steer the design, projections, and redevelopment (i.e., Long-Range Plan)
- Project budgets (costs and revenues) *
- Timetable for when funds will be made available
- Review other projects for precedents and inspiration
- Port of Seattle's Long-Range Plan
- Agency reports, timeframes, ways to accomplish interaction with other major City projects such as the Viaduct and seawall*
- Impacts on downtown traffic
- Possibility to tie into the Seattle Urban Sustainability Series
- Revenue models and similar options for private development



- Presentation on waterfront security to identify how proposed redevelopment would effect the security of Colman Dock and the system as a whole
- Presentation by WSF staff to identify key project points and decisions
- Ways to accelerate EIS process

(* indicates those goals mentioned more than once)

Marcia drew attention to the process diagram display and identifies where the project process currently is and reiterated that the CAG will be provided with valuable opportunities early in the process to help steer the project in a positive direction. The CAG was then asked if members would like additional meeting time dedicated to present more detailed project information and with what frequency would they like to conduct meetings. The CAG responded by inquiring about what WSF needs from the CAG. Celia addressed this question and stated that the CAG is responsible for developing criteria that will lead to the development of priorities for the project. Trade-offs and compromises play a crucial role in the success of this project, a process in which the CAG will be a vital contributor.

It was then suggested that WSF should outline the project needs for the CAG, to differentiate those elements eligible for the earmarked project funding from the wants that would require private/alternative funding sources.

Tim offered that WSF would like the CAG to provide perspective into the development criteria by representing the community at-large, thereby allowing WSF to take the "group pulse". He also noted that this process is not a study, rather a project that will not be possible if the process is not completed in a timely fashion. The decisions and ideas developed within the CAG will be carefully heard by WSF are intended to represent the goals and desires of the greater community. Tim noted that WSF is working with the City of Seattle on a Comprehensive Plan amendment which will help identify co-development opportunities. The City will complete the Comprehensive Plan review prior to budget deliberation which begins in October.

The CAG requested necessary timetables, internal project schedules, interagency dates and milestones, and details correlating to the permitting process to facilitate an understanding of this critical decision path. CAG members will ultimately require a detailed understanding of the project opportunities, key dates, and other important information in order to effectively communicate with their respective communities/associations.

Since not all elements of the project and the process are understood equally by all CAG members, Marcia proposed the idea of holding briefing groups during off-times to provide additional project information, outline the critical decision path, and discuss additional project information. The CAG supported the idea of holding a meeting in July, at which time a thorough project overview could be presented to the members. Tim and Hadley then referenced various reports and project summaries that could be provided via e-mail to interested members as project resources.

Public Comment



- Joe Follansbee with the Association of King County Historical Organizations submitted a written comment card, requesting the opportunity to briefly introduce himself and his organization. He stated his excitement for the project and the facility expansion. Colman Dock could be an ideal attraction for the City while upholding the historical significance of the waterfront. The City of Seattle was founded near this exact location, and the opportunity to both rebuild the facility and preserve history presents a unique and exciting opportunity.
- Eric Williams and Robert McNamara, architecture students from Washington State University introduced themselves and their team members, in Seattle for a class project to rebuild Pier 52. The students attended tonight's meeting to solicit new ideas for incorporation into their project.

Following the public comment period, Marcia noted that the CAG members will need to provide those dates on which they will be unable to meet. At the point, the project staff will coordinate the next meeting time and date, which is preliminarily scheduled for late July. Marcia thanked the members for their attendance and concluded the meeting.

Action Items

- Determine meeting availability for CAG members
- Develop work plan for subsequent CAG meetings
- Provide electronic links/documents for project resource references to interested CAG members



Committee Members

Present	Last	First
X	Donegan	Bob
X	Plyler	Conrad
X	Bryan	Darrell
X	Dawson	Gary
X	Thompson	Jo
X	Dingfield	Joan
X	Blackman	John
X	Hoffman	John
	DeLanoy	John
X	Fletcher/Trim	Kathy/Heather
X	Berk	Michael
X	Atkins	Michael
X	Sudduth	Mike
X	Topper	Paul
X	Ottenbach	Roger
X	Vogel	Todd

Project Team

- Mike Anderson, WSF
- Tim King, WSF
- Hadley Greene, WSF
- Leonard Smith, WSF
- Ray Deardorf, WSF
- Celia Schorr, WSF
- Angel Freudenstein, WSF
- Walt Niehoff, LMN
- Marcia Wagoner, PRR
- Kirsten Hauge, PRR
- Mike Reid, PRR

Public Participants

- Miles Mayhew, City of Seattle
- Hyung Wookim
- Melvin Scheil
- Eric Williams, Washington State University
- Robert McNamara, Washington State University
- Ayad Rahmani, Washington State University
- Marissa Eckstrom, Washington State University
- Joe Follansbee, Association of King County Historical Organizations